SIR :

be sec
an un
until
too ex
and re
to atta
and s
from t

W
others,
such R
hundre
boats,
of Pas
of the
corresp
the an
thousa
Compa
Contin

W
of your
most gr

I
a long
this to
gress c
taneou
years.
the Co

Th

As
over a
neighbo
ment of

As
entitled
three m
determi
"Niaga
serious b

Th

It i
this gre

To

HAMILTON, 15th FEBRUARY, 1850.

SIR:

HAVING suggested a plan by which the ultimate construction of the GREAT WESTERN RAILROAD may be secured, I beg to submit the same for your *serious consideration*, with the view of obtaining your assistance in so important an undertaking, for it appears to me, that we cannot expect any material support from either England or the United States until we establish a confidence, *by first doing something for ourselves*. It has proved unfortunate, in attempting *at once* too extensive a work, and with it, necessary aid from abroad, we have thus failed; but should we rely on our own energies and resources, and undertake that which is within our means, we will assuredly accomplish the greater object. But, in order to attain even what I am about to propose, one and all who may feel an interest, (and who does not?) *must co-operate and subscribe to the best of his ability*. Though you are doubtless aware that this City will derive many advantages from the proposed Railroad, I will take the liberty of placing the most prominent before you.

With a vigorous prosecution of the work, confidence would be restored, and cause the immediate arrival of capitalists and others, desirous of investment in Real Estate, or for the many objects which will be created by the progress and completion of such Railroad; in connexion with the Company, there will be immense Mechanical works, affording employment to many hundreds; you will have the facilities of rapid communication East and West; there will be several additional lines of Steamboats, with the various ports on the Lake; this City will be the depot for the traffic to and from the West, involving the transit of Passengers, Goods and Produce, to an extent equal to, and surpassing, that of Buffalo, (and which have been the origin of the extraordinary growth of that City), Hamilton would thus progress *in an unparalleled degree*, together with a corresponding rise in the value of Real Estate; the expenditure of Capital, not only in the building of the Road, but from the annual disbursements by the Company and Travellers, amounting to at least £300,000 per annum, would employ thousands of people, and produce rapid and continued prosperity to the whole country; and lastly, that the Stock of the Company will prove a profitable and safe investment, the general opinion being, that it will be the best paying Road on this Continent.

With such results before you, (and I submit they are not exaggerated,) the construction of this Road is deserving of your utmost exertions, and it cannot be questioned, that if you, and all who are interested, will use your best efforts, the most gratifying success will immediately follow.

I propose to adopt the course so successfully pursued in the United States, which is:—in contemplating a long line of Road, only a portion of it is first undertaken. I therefore suggest that the central division, from this to London, should be determined upon, as it is of most consequence to the Province, while its progress of construction will have the effect of inducing the subscription of the whole Capital Stock—cause almost simultaneous operations on the Western and Eastern divisions, and so ensure the completion of the entire line in less than three years. One other important advantage in first proceeding with the Central Division, is, that it is of such length as to entitle the Company to claim the Government Guarantee for one-half of its cost.

The following is my estimate of the means by which the Road, from this to London, may be secured:—

Amount to be paid by Shareholders,	£127,000
Loan upon Government Guarantee,	267,000
Amount payable to Contractors in Stock,	140,000
	£534,000

As the sum required (£127,000) from Shareholders will be payable in instalments not exceeding five per cent, over a period of *two years* (or £63,500 *each year*,) it is even within the ability of the inhabitants of this City and neighborhood, if due consideration is given to the increased means, which will very soon flow from a resolute commencement of the road.

As the Railroad is of such paramount importance to the whole country, it is surely most worthy of, and entitled to, your assistance, and if all who are now appealed to do that which may be reasonably expected of them, within three months, the work may go on with the certainty of success. Therefore, let us now unite, and with one more, but determined effort, secure such vast advantages, which by neglect or indifference will be sacrificed; for so sure as the "Niagara and Detroit" Company is Chartered, (and it will be, if we make no speedy move,) so sure will it prove a serious blow to Provincial interests, and blight the prosperity of this City.

The Road cannot be commenced until the sum required is Subscribed for.

It is my intention to wait upon you in a few days, with a Stock Book, and I trust to find you prepared to encourage this great and good Work.

I remain,

Your Most Obedient Humble Servant,

J. T. GILKISON.

To